

Dana Point Harbor Partners, LLC

Dana Point Harbor Partners Drystack, LLC

March 30, 2024

Ms. Brenda Wisneski
Director of Community Development Director
City of Dana Point
33282 Golden Lantern
Dana Point, CA 92629



Re: **Dana Point Harbor Revitalization – Coastal Development Permit (CDP) 13-0018(1)**
Substantial Compliance Request #4

Dear Brenda,

As a follow up to our previously submitted request for Substantial Compliance #4 dated February 23, 2024, let this letter serve to address your questions raised in your March 18, 2024, email to Tyler Needham of Burnham-Ward:

1. Dimensioned Striping Plan for Each Day Use Lot

The City requested a dimensioned striping plan for each day use lot. First, we would ask that the City please replace the parking plan previously submitted in our February 24, 2024, letter with the attached revised and updated parking plan. This revised plan illustrates the proposed parking arrangement for Day Boater Lots B, C2, D, E, and F as well as Dry Boat Storage Lot C1. The attached plan results in parking counts for the combined Day Boater and Dry Boat Storage lots that are in compliance with the CMPPP while still allowing for a laydown/staging area to ensure the ongoing, approved dock construction can continue unabated. It is important to emphasize the essential purpose for the marina construction laydown area to reside within the Lot F area and not on any previously contemplated laydown areas on the island. This is due to public health and safety concerns by our marina contractor over potential stressing of the Island Way bridge with heavy truck loads containing piles, docks and other heavy materials. Specifically, as is required in the CMPPP, this revised plan meets the stated minimum of 334 spaces for Day Boater parking, the stated minimum of 493 spaces for Dry Boat Storage (revised plan actually exceeds it and provides 668), and the stated minimum of 64 vehicular spaces supporting the Dry Boat Storage area.

As we have discussed, this proposed Dry Stack Area and Day Boater Area striping plan is an interim striping plan to service the Day Boat and Dry Boat Storage users at the Dana Point Harbor Dry Stack Area. This plan utilizes the existing parking lots to accommodate the required demands per the Coastal Development Permits and the Local Coastal Plan. This interim condition will remain in place until the entitlement process for the proposed Dry Stack Rack

Structure is completed and construction of the revitalized Dry Stack Area, including removal of Embarcadero Place, is finalized.

2. **Timeline for Final Configuration of Both Dry Boat Storage Lot and Day Boater Parking Lots**

The City requested a timeline for removing dry boat storage, construction equipment, and other items from the Dry Boat Storage and Day Boater Parking Lots as well as for restriping the Day Boater Lots. DPHP is currently underway with its transition plan to convert and re-stripe Dry Boat Storage Lot C and Day Boater Parking Lots B, C2, D, E, and F. This transition plan features 3 main steps, which DPHP commenced on March 1, 2024 and intends to complete by April 30, 2024.

Step #1: **Notices to Dry Boat Storage Tenants and Striping of Day Boater Lot B.**

Mailed written notices were sent to Dry Boat storage tenants on March 12, 2024 and April 1, 2024. These notices conveyed that, as contemplated in the approved CMPPP, DPHP has initiated its transition plan to recover certain dry boat storage spaces in order to meet day boater required parking. We explained that the retail parking lot, which is now under construction for the new parking structure, has necessitated a relocated day boater parking area that will displace some current dry boater spaces. As you know, overflow day boater parking at peak days was previously accommodated in this retail surface parking lot, which until now, allowed for a greater number of dry boat storage spaces to be accommodated in Day Boater Parking Lots C2, D, E, and F, well beyond the 493 that we are obligated to accommodate. Those same lots (C2, D, E, and F) are now slated to be used entirely for Day Boater parking in order to meet the peak day boater demand and overall required day boater count of 334 spaces. Step # 1 also included the restriping of the primary Day Boater Lot B, which restriping was completed Thursday, March 21st in accordance with the revised attached plan. The majority of the restriped spaces in Day Boater Lot B remain unchanged from its prior configuration. This newly restriped lot was made available for Day Boater use on Friday March 22nd.

Step #2: **Consolidating Dry Boat Storage Tenants**

We are now in process of consolidating all dry boat storage tenants into the reconfigured Dry Boat Storage Lot C1. This is an ongoing process that will be completed by April 30th. Even though we are under no obligation to accommodate displaced boaters beyond the required 493 spaces, those surplus dry boat storage tenants that are not able to be accommodated in the reconfigured Lot C1 are being provided with the option of moving up to an offsite dry boat storage lot, or to other accommodations as may be acceptable to the individual dry boat owners. The reconfiguration of Lot C1 has been completed and Lot C1 is currently able to accommodate a total of 668 dry boat storage spaces for both motorized and non-motorized boats, which is approximately 175 more spaces than the 493 that is required in the CMPPP. All 668 spaces are currently striped and configured in accordance with the attached plan. We greatly appreciate the city's patience during the critical last step to get all remaining dry storage tenants out of the now designated day boater spaces in Lots C2, D, E and F. We have found that all of our dry boat storage tenants' situations are different and their ability to process change and evaluate the various options that are now available to them, has

required time. Please understand that we moving as quickly as we can but we want to be fair to all of our valued dry boat storage tenants and offer flexibility where we can. Most importantly, based on our historical experience of the actual day boater demand throughout the years at the harbor, we are confident that during this final transition stage (i.e. next 30 days), we have, and will continue to have ample day boater parking available to all day boating visitors.

Step #3: Re-Striping of Day Boater Lots D, E, and F

Final restriping of Day Boater Lots C2, D, E, and F will be completed in stages between April 1st and April 30th. Specifically, Lots E and F will be restriped between April 1st and April 10th. Lot C2 and D will be restriped between April 15th and April 30th.

3. Management Plan for Directing Day Boaters to Contiguous Lots:

The City requested a Management plan for redirecting day use boaters to noncontiguous lots. As was outlined in our February 24 letter, the Day Boater parking area has been split into two separate parking lots which are easily accessible to one another by a convenient drive thru lane (see attached plan). This drive thru lane is 35' wide and is used daily for access from Lot B to Lots C1, C2, D, E, and F. In accordance with the attached revised plan, the two Day Boater parking areas consist of Lot B (147 spaces) and combined Lots C1, D, E, and F (187 spaces) for a total of 334 spaces, as required in the CMPPP. In addition to the minimum 334 Day Boater parking count, there are 64 dedicated vehicular spaces required in the CMPPP for the Dry Boat Storage area. These spaces are provided in Lots C1, E, and F and are easily accessed from the Dry Boat storage Lot C1 and specifically our Marina office located in Lot C1. Most days the secondary Day Boater lots (C2, D, E, and F) will not be required based on typical customer demand. However, on the few days of the year where the primary Day Boater Lot B is nearing 90% capacity, parking attendants will be deployed by DPHP's from its on-site staff in our Marina Office in Lot C1 to direct day boat customers to available spaces in both in the primary Lot B or through the drive lane to the secondary day boater lots (i.e., Lots C2, D, E, and F). See attached plan for location of posted attendants. All Day Boater parking areas will be clearly signed and separated from Dry Storage Boat spaces with the use of both striping and traffic delineators. On peak demand days, DPHP parking attendants will also direct day boaters occupying Lots C2, D, E, and F to more conveniently egress at the Puerto Place gate. On non-peak days and evenings, the Puerto gate will remain locked for the safety and security of the dry boat storage area.

4. Clarification of "Storage Racks" within Dry Boat Storage Lot C

The City requested clarification on the use of "storage racks" for dry boat storage. It is important to note that DPHP has been responsive to the community's need to provide a more equitable and non-discriminating sharing of available dry boat storage space options for the general public spanning from entry level boaters to more experienced boaters, regardless of income level. While maintaining adherence to the overall 493 dry boat spaces required in the CMPPP, DPHP has responded to this need by converting some larger dry boat spaces to non-motorized boats. The 668 total spaces now offered in Lot C accommodates both motorized and non-motorized vessels (as defined by the California Division of Boating and Waterways). As you know, the CMPPP does not mandate the definition of a dry boat storage space being of a

specific size or length (or cost), but rather utilizes a broad definition of what a "boat" is defined as. As is customary in the state of California, we defer to the manner in which the California Division of Boating and Waterways defines a boat/vessel. With this definition in mind, DPHP has formatted the available dry boat storage land area to the required 493 minimum count and by providing for vertical stacking of nonmotorized boats, we were able to actually exceed it. It is also important to note that at such time as the new and permanent dry boat storage facility and racking system is approved by the city and built, we expect to be able to offer an even greater number of storage options for both motorized and nonmotorized vessels than this interim plan provides for.

5. Walker Consultants Back up Data supporting the existing 494 spaces to allow for more convenient customer parking for Dana Wharf Customers

The City's request for Walker Consultant's backup data supporting the existing parking demand of 494 spaces is addressed in the attached letter of explanation provided by Walker.

We look forward to working with you to get this plan finalized. Please let us know if you require any additional information to support our request for approval through a finding of Substantial Compliance. Again, should you have any questions, please don't hesitate to contact us.

Sincerely,



Bryon Ward
President
Burnham-Ward Properties
As Manager for DPHP, LLC



Joseph Ueberroth
Founder & President
Bellwether Financial Group
As Manager for DPHP Drystack, LLC

Attachments:

1. Exhibit A – Updated Parking Plan prepared by Tait
2. Color Coded Parking Plan for ease of graphic illustration
3. Walker Parking technical memo

Cc:

Kurth Nelson, City of Dana Point
Sean Matsler, Cox, Castle & Nicholson LLP



Date: April 3, 2024
To: Bryon Ward
Company: Burnham-Ward Properties
Address: 1100 Newport Center Drive, Suite 200
From: Tania Schleck
Re: Dana Point Harbor Shared Parking Analysis – Current Tenant Occupancy



Background

Walker Consultants ("Walker") provided a letter of opinion of parking needs for a sub-section of Dana Point Harbor, based on its current tenant occupancy in the retail parking lots dated February 15, 2024. We understand that several of the commercial spaces in the retail center, including several restaurants, have closed for various reasons over the past year and that Burnham-Ward does not intend to lease these spaces during the construction of the parking structure. In the letter, Walker calculated the number of spaces currently projected to be needed based on the shared parking analysis utilized in the 2014 Parking Management Plan. Included in Attachment 1 is a list of currently occupied retail and restaurant spaces provided by Burnham-Ward, whose tenants share the parking lots color-coded in pink on the attached parking plan (included as Attachment 2) and referred to as "Retail - Primary Parking."

This letter projected the parking needs for the currently occupied units and how much surplus parking may be available for Dana Wharf Sportfishing to create a more convenient parking field for their customers. It was previously anticipated that the 120 parking spaces for Dana Wharf Sportfishing would be accommodated in the East Basin Island Boater lot shown in a green box in Attachment 2. However, Burnham-Ward desires to move this parking serving Dana Wharf Sportsfishing to the Primary - Retail Parking area to the extent that surplus spaces are available due to the retail and restaurant vacancies.

The City of Dana Point requested backup data to support the calculations included in the February 15, 2024 memo. This technical memo provides background on the shared parking analysis used for this analysis.

Shared Parking Analysis Findings

The 2014 Parking Management Plan ("PMP") that Walker prepared included a recommended parking supply projection for the future commercial land use program in the Commercial Core, assuming variations in activity for the different land uses throughout the day using a shared parking approach, which is commonly accepted in both the parking planning and real estate fields. In the 2014 PMP, Walker projected that 1,034± parking spaces would be needed to accommodate adequately the retail and restaurant land uses proposed for the Commercial Core.

Walker re-ran the shared parking analysis using the same assumptions as in 2014. Based on the current occupied retail and restaurant square footage, 453± spaces are recommended. As with the 2014 PMP, Walker added a small contingency to the parking supply (5% for employee parking and 10% for visitor parking) to ensure proper circulation and availability of spaces to drivers searching for parking. The result is a recommended parking supply of 86± spaces for employees and 408± spaces for visitors for a **total recommended supply of 494± spaces for the existing occupied retail and restaurant land uses included in Attachment 1.**

Based on the available parking spaces in the lots shown in pink in Attachment 2, which total 618 spaces, there is a projected 124-space surplus (618 minus 494) that could be allocated to Dana Wharf or other use (e.g., construction staging) that might be useful to DPHP during current construction of the parking structure.

The Benefits of Shared Parking

Shared Parking is fundamentally defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without conflicts and encroachment, including spillover onto adjacent properties and streets. For the analysis, Walker employed a shared parking model to project “parking demand” for each future development project. In accordance with economic theory, “demand” is defined as the quantity of goods or services needed under a specific set of circumstances. Like all zoning requirements for parking, it is the recommended supply based on industry standards and not necessarily a projected maximum accumulation of vehicles, and particularly not over the life of a project. All land use developments experience variations in parking demand as tenants and parking characteristics change.

Shared parking methodology was developed, articulated, and quantified, in the 1980s although informally the premise has been used for decades. Shared parking was how the first commercial business districts in Southern California were parked at the advent of the automobile in the first few decades of the last century. The Shared Parking Methodology has been a widely accepted industry standard for rightsizing parking facilities over the past 30+ years. Accepted by cities throughout the U.S. and codified in some zoning ordinances as THE acceptable practice, this shared parking analysis using Walker’s shared parking model considers the types, quantities, and user groups of land uses for the development, as well as site-and market-specific characteristics of parking and travel behavior. Walker’s shared parking model is based on the Urban Land Institute (ULI), the International Council of Shopping Centers (ICSC), and the National Parking Association’s (NPA) *Shared Parking*¹. The Institute of Transportation Engineers (ITE) has also endorsed it as an acceptable method of parking planning and management; it recognized the second edition as the outstanding parking innovation in 2005 and collaborated with the development of *Shared Parking* Third Edition. Walker led a team of consultants in writing the updated *Shared Parking* Third Edition, which features the most up-to-date parking demand model. The model is designed to project the parking needs of various types of development from 6:00 a.m. to 12:00 midnight on a typical weekday and a weekend for every month of the year. While *Shared Parking* Third Edition is the most up-to-date model, Walker utilized *Shared Parking* Second Edition² for this analysis to be consistent with the base ratios and adjustment factors used in the 2014 PMP.

Shared parking allows for the sharing of parking spaces among land uses in a mixed-use environment — instead of providing a minimum number of parking spaces for each individual use. Shared parking commonly results in a reduction of required parking spaces. This reduction, sometimes significant, depends on the quantities and mix of uses.

The fundamental goal of a shared parking analysis is to find the balance between providing adequate parking to support development from a commercial and operational standpoint while minimizing the negative aspects of excessive land area or resources devoted to parking. We like to describe this as just enough parking for commerce

¹ Shared Parking (Third Edition), 2019, The Urban Land Institute, Washington, D.C.

² Shared Parking (Second Edition), 2005, The Urban Land Institute, Washington, D.C.

to thrive. It allows tighter, denser connections between land uses, improving walkability and reducing vehicle trips between land uses. It also avoids burdening a development with excessive paved areas and parking spaces.

Shared Parking Methodology

The shared parking model considers the parking demand for more than 55 different land uses, including base parking ratios and default values for daily, hourly, and seasonal variations. The methodology further requires consideration of the availability and use of alternative modes of transportation and captive market effects. In the case of Dana Point Harbor, a shared parking analysis recognizes the interrelationship of parking among retail and restaurant employees and customers. The model generates 494 parking demand computations as follows:

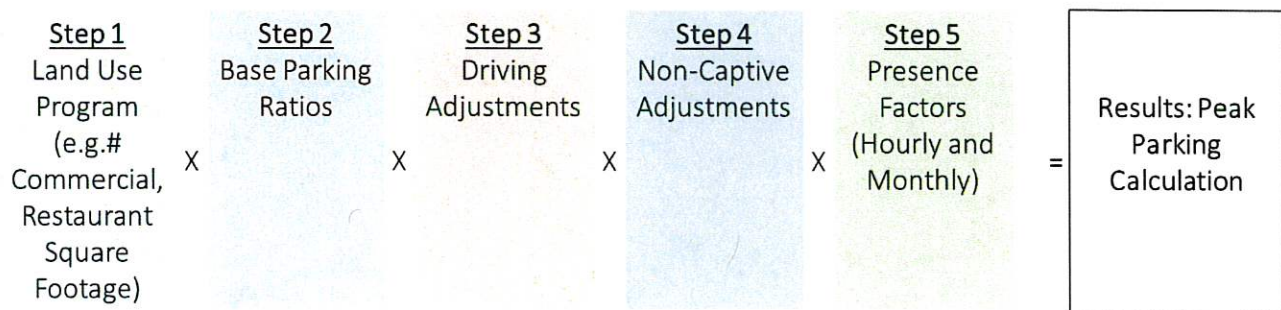
- 19 hours during a day, beginning at 6 a.m. and concluding at midnight
- two days per week, a weekday and a weekend day
- 13 months of the year (including late December as a separate retail month)
- $19 \times 2 \times 13 = 494$ different calculations

The recommended parking demand is derived based on the highest figure generated from these 494 computations. The model projects the demand on a “design” day, typically an activity level based on the parking demand at the 85th percentile relative to similar properties, including office and residential. It is neither the maximum spaces that might be needed by an unusually successful development (ALL tenants at 100th percentile) nor those used by an average project.

A shared parking analysis begins first by taking the land use quantities of the project, e.g., retail and restaurant square footage, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are based on industry standards vetted by leading parking consultants and real estate professionals.

Two additional adjustments are also applied to the base parking demand ratios, one to reflect an estimate of the local transportation modal split through the application of drive ratios and another to account for the best estimate of captive market effects, as discussed later in this report.

The following graphic summarizes the steps involved in a shared parking analysis.



Step 1: Land Use Program

Walker received the tenant occupancy data from Burnham-Ward for the Commercial Core, summarized in Table 1. Full tenant occupancy information is provided as Attachment 1.

Table 1: Dana Point Harbor Commercial Core Occupied Tenant Space (2024)

Land Use	Quantity
Retail	11,754 GSF
Restaurant	44,944 GSF

Source: Burnham-Ward.

Step 2: Base Parking Ratios

Consistent with the 2014 PMP, Walker utilized the base parking ratios shown in Table 2.

Table 2: Base Parking Ratios

Land Use	Quantity
Retail Visitor	4.0 spaces per 1,000 GSF
Retail Employee	1.0 spaces per 1,000 GSF
Restaurant Visitor	9.35 spaces per 1,000 GSF
Restaurant Employee	1.65 spaces per 1,000 GSF

Source: Walker Consultants.

Step 3: Driving Adjustment

Modal split considers the mode of transportation that guests, visitors, and employees use to travel to the development. Consistent with the 2014 PMP, due to the limited transit in the area and the types of land use considered, Walker did not make a modal split adjustment.

Step 4: Non-Captive Adjustment

A shared parking analysis recognizes that people often visit two or more establishments within the same development site without increasing the on-site parking demand. The noncaptive ratio estimates the percentage of parkers at a land use who are not already counted as being parked at another land use. The term "captive" has been borrowed from market researchers to describe people already present in the immediate vicinity and likely patrons of a second use. Traffic engineers also make captive adjustments to account for people visiting multiple venues on one trip. However, the parking adjustment will not be precisely the same as the captive adjustments for either market researchers or traffic engineers.

There will unlikely be significant captive impacts as the Retail-Primary Parking area would be just for Commercial Core users and Dana Wharf Sportfishing. Consistent with the 2014 PMP, Walker did not make a non-captive ratio adjustment.

Step 5: Presence Factors

Adjustments are made to the shared parking model to account for parking demand variability by hour of day and month of year. These time-based adjustments are referred to as a “presence” adjustment. Presence is expressed as a percentage of the peak hour demand on a design day (a typical day) for both time of day and month of the year.

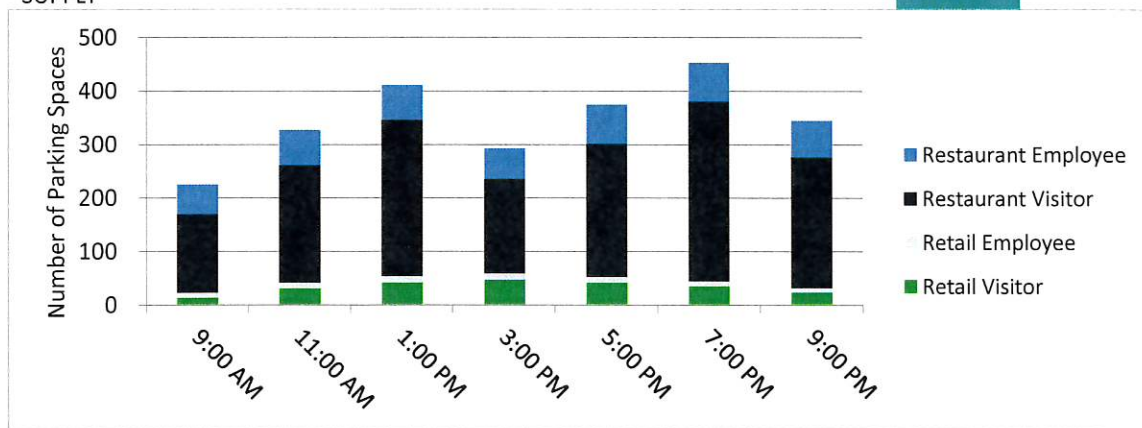
Walker used the same presence factors that were used in the 2014 PMP. The summer weekend was assumed to be the peak period for Dana Point Harbor.

Results: Peak Parking Calculation

Based on the inputs from Steps 1 through 5, Figure 1 shows the recommended parking supply on a Saturday in July at the 7:00 p.m. peak hour. As shown in the table, 453± spaces are recommended to serve the retail and restaurant uses during the peak hour.

Figure 1: Recommended Parking Supply – Peak Summer Saturday Evening

Land Use/User Group	9:00 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	9:00 PM
Retail Visitor	14	31	42	47	42	35	24
Retail Employee	9	11	12	12	11	10	8
Restaurant Visitor	147	220	292	177	249	336	245
Restaurant Employee	55	65	65	56	72	72	67
TOTAL RECOMMENDED SUPPLY	225	327	411	292	374	453	344



Source: Walker Consultants.

As with the 2014 PMP, Walker added a small contingency to the parking supply (5% for employee parking and 10% for visitor parking). The result is a **total recommended supply of 494± spaces** for the existing occupied retail and restaurant land uses, as shown in Table 3.



Table 3: Recommended Parking Supply With Contingency

Land Use/User Group	7:00 PM (Peak Hour)	Contingency	Recommended Supply
Retail Visitor	35	10%	38
Retail Employee	10	5%	11
Restaurant Visitor	336	10%	370
Restaurant Employee	72	5%	75
TOTAL RECOMMENDED SUPPLY	453		494

Source: Walker Consultants.

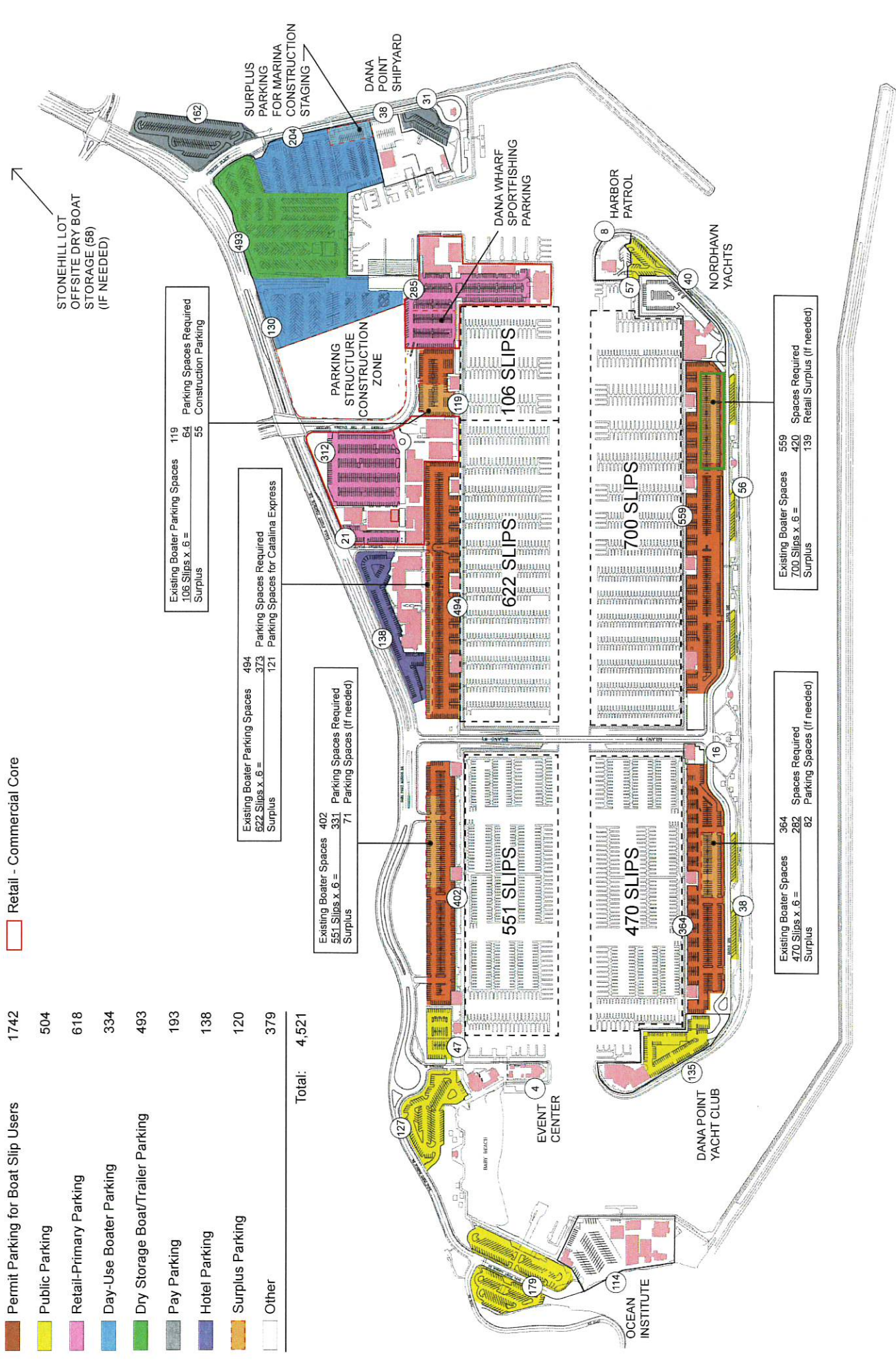
Retail - Commercial Core - Updated Occupancy as of 2-15-24

Suite Address	Tenant	Interior		Total SF	Use	Comments
		Usable SF	Patio SF			
34699	Wind & Sea	9,566	2,122	11,688	Dine-In Restaurant	
34683	Turks	1,911	0	1,911	Dine-In Restaurant	
34689	Proud Marys	1,449	1,235	2,684	Dine-In Restaurant	
34677	Golden Galleon	1,322		1,322	Retail	
34679	Top Brass	1,140		1,140	Retail	
Dock	Catalina Express	0		0		Visitor Parking Provided in Off-site Designated Lot
34675	Dana Wharf	4,183		4,183	Office	Visitor Parking Provided in Off-site Designated Lot
34661	VACANT (formerly Watermans)	6,187	850	7,037	Dine-In Restaurant	
34671 & 73	Frisby Cellars	1,541		1,541	Take-Out restaurant (QSR)	
34665	Jon's Fish Market	1,930	640	2,570	Take-Out restaurant (QSR)	
34667	VACANT (formerly Harbor Deli)	1,890		1,890	Dine-In Restaurant	
34669	VACANT (formerly Ill Skippers)	514		514	Take-Out restaurant (QSR)	
34555	Harpoon Henrys	9,323	1,713	11,036	Dine-In Restaurant	
34525 & 31	Coffee Importers	1,456	1,218	2,674	Take-Out restaurant (QSR)	
34521	VACANT (formerly El Torito)	7,142		7,142	Dine-In Restaurant	
34535	Scoop Deck	1,134	1,292	2,426	Take-Out restaurant (QSR)	
34503	Art Sea	585		585	Retail	
34505	VACANT (formerly Art of Inner Peace)	705		705	Retail	
34509	VACANT (formerly Chez Devine)	1,230		1,230	Retail	
34513	Chocolate Soldier	486		486	Retail	
34507	Gift Chateau	1,397		1,397	Retail	
34511	Bella Bazaar	680		680	Retail	
34515	VACANT (formerly Harbor Jewelers)	670		670	Retail	
34499	VACANT (formerly Harbor Grill)	3,008	991	3,999	Dine-In Restaurant	
34475	White Pelican	1,185		1,185	Retail	
34481	VACANT (formerly County Fox)	920		920	Retail	
34483	VACANT (formerly Gemmells Banquet room)	1,138		1,138	Retail	
34485 & 89	I Heart Yoga	2,507		2,507	Retail	
34491	VACANT (formerly Spring)	635		635	Retail	
34493	Woody Hut	596		596	Retail	
34495	Jerky & Cali Gifts	600		600	Retail	
34471	Gemmells Restaurant	1,875	438	2,313	Dine-In Restaurant	
34473	Beach Harbor Pizza	1,161	350	1,511	Take-Out restaurant (QSR)	
34469	Super Stop Liquor	1,256		1,256	Retail	
34467	VACANT (formerly Killer Dana)	3,036		3,036	Retail	
34461	The Brig Restarant	4,589		4,589	Dine-In Restaurant	
34463	VACANT (formerly Killer Dana Office)	351		351	Storage	
34465	VACANT (formerly Killer Dana Office)	351		351	Storage	
Total SF		79,649	10,849	90,498		
Total Occupied SF		51,872	9,008	60,880		
Total Vacant SF		27,777	1,841	29,618		

INTERIM PARKING PLAN - PARKING COUNTS

1742 Retail - Commercial Core

Permit Parking for Boat Slip Users	1742
Public Parking	504
Retail-Primary Parking	618
Day-Use Boater Parking	334
Dry Storage Boat/Trailer Parking	493
Pay Parking	193
Hotel Parking	138
Surplus Parking	120
Other	379
Total:	4,521



Mar 29, 2024 - 10:07am by dmdlott K:\Drawings\ME\ME03810 - Dana Point Harbor\ENG\Exhibit\Day Use\2024 Lot BDEF Striping Plan Exhibit\ME03810-Lots BDEF Striping Plan Exhibit.dwg

LEGEND:

- ⊗ DRY BOAT SPACES
- ⊗ VEHICULAR SPACES
- DESIGNATED DRY BOAT STORAGE VEHICLE SPACE (64) NOT INCLUDED IN DRY BOAT SPACES OR DAY BOATER SPACE COUNT

COMMERCIAL CORE PARKING
STRUCTURE PHASE 2B
CONSTRUCTION

DAY BOAT USE/DRY STORAGE
CIRCULATION PATH

LOT B PARKING COUNT SUMMARY	
EXISTING LOT B SPACES:	106
PROPOSED LOT B SPACES:	147
10x20 SPACES:	26
10x30 SPACES:	33
10x40 SPACES:	21
9x20 SPACES:	25
9x30 SPACES:	36
9x40 SPACES:	6

LOT C2,D,E,F PARKING COUNT SUMMARY	
EXISTING LOT C2,D,E,F SPACES:	229
PROPOSED LOT C2,D,E,F SPACES:	241
DAY BOAT USE SPACES	187
VEHICULAR SPACES:	54

LOT C1 PARKING COUNT SUMMARY	
VEHICULAR SPACES:	10
BOAT STORAGE:	247
STORAGE RACK:	421

HARBOR WAY (FORMERLY GOLDEN LANTERN)

DANA POINT HARBOR DRIVE

EMBARCADERO PL.

PUERTO PLACE

LOT "B"
147 DAY BOAT SPACES

NON MOTORIZED BOAT RACKS (15)
NON MOTORIZED BOAT RACKS (204)
LOT "C1"
247 DRY BOAT STORAGE PARKING
421 DRY BOAT STORAGE RACKS
668 DRY BOAT STORAGE
10 VEHICLE SPACES

EX. GATE

MARINA OFFICE

NON MOTORIZED BOAT RACKS (173)
NON MOTORIZED BOAT RACKS (20)

NON MOTORIZED BOAT RACKS (9)

LOT "F"
6 DAY BOAT SPACES
46 VEHICLE SPACES

CRANE PAD

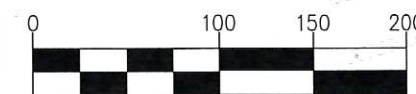
BMI LAY DOWN AREA

LOT "C2"
46 DAY BOAT SPACES

EX. GATE

LOT "D"
43 DAY BOAT SPACES

LOT "E"
92 DAY BOAT SPACES
8 VEHICLE SPACES



(IN FEET)
1 INCH = 100 FEET

RECEIVED

APR 03 2024

CITY OF DANA POINT
COMMUNITY DEVELOPMENT
DEPARTMENT

DAY BOAT USE LOTS B, D, E & F STRIPING PLAN
DANA POINT HARBOR REVITALIZATION
DANA POINT HARBOR PARTNERS, LLC

1
OF
1

DRAWN: CD
DATE: 02/13/2024
CHECKED: DM
DATE: 02/13/2024
ME03810

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SCIENCE CIVIL ARCHITECTURE
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